



NATIONAL FLY-IN

2014 Feilding Feb 28 - March 2



Feilding Welcomes You

OPERATIONAL INFORMATION

Heads Up things may assist you when arriving in the Manawatu.

For your information attached are the [Feilding - VFR Preferred Arrival/Departure RWY 10 & 28](#) & [Feilding - Aerodrome \(1\) & \(2\)](#) airfield charts

Some important pointers

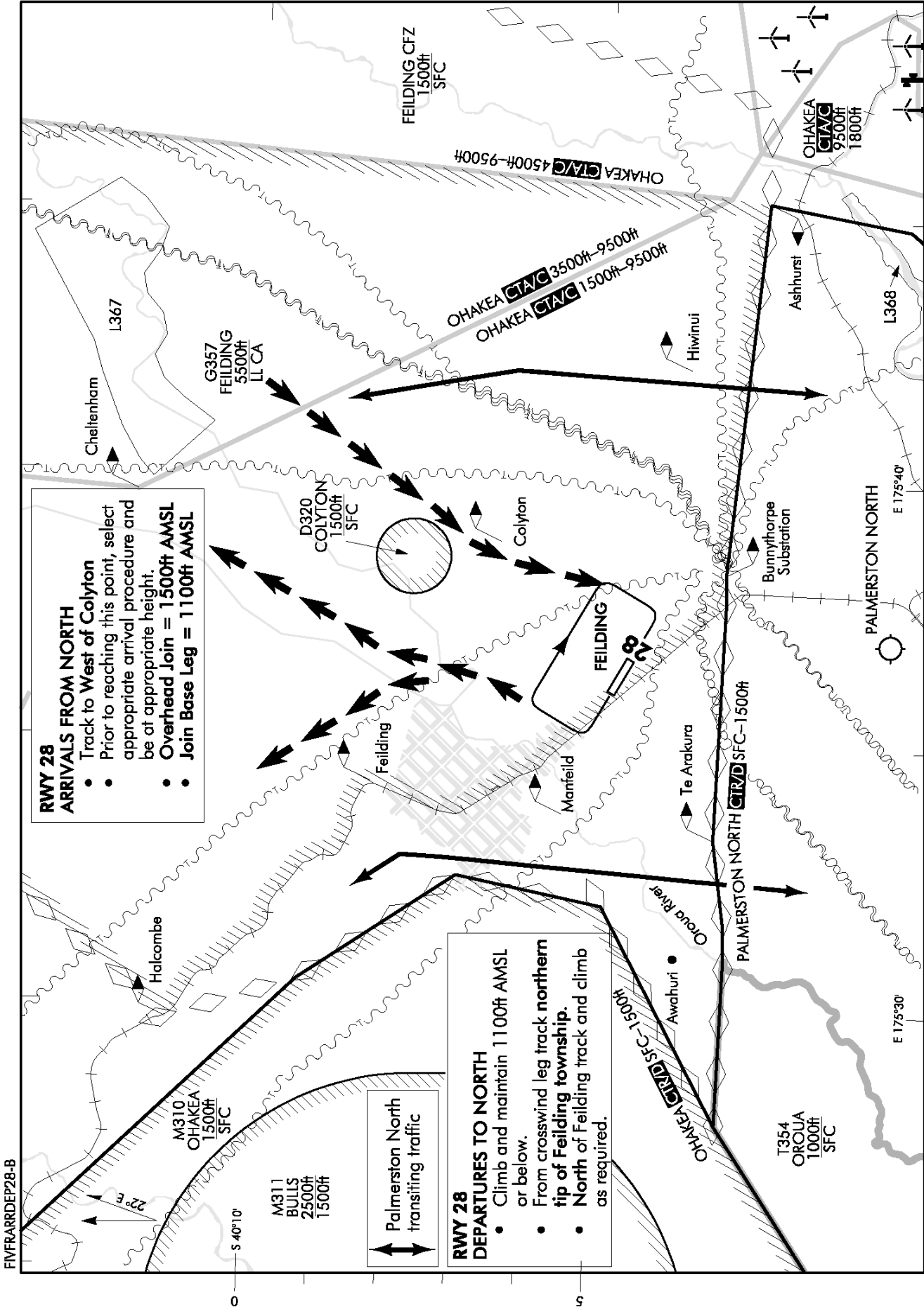
- Even though the published joining procedure recommends joining downwind or on base leg to aid traffic flow, it is advisable to do a Standard Overhead Re-join if you are unfamiliar with the airfield.
- A good lookout will be required as there will be significant traffic movements on these Rally dates with a mix of slower & fast aircraft. Some being NORDO.
- Remember Feilding is 214 ft amsl. Circuit height 1100 ft QNH. Overhead join 1500 ft QNH
- Above 1500ft is controlled airspace and IFR aircraft such as ATR's and Dash 8's regularly descend to 2000ft on the way into Palmerston North.
- Check Notams
- There will be no Glider flying during the Rally.
- Caution the danger area D320 north of Colyton. There may be intensive model flying up to 1500ft
- If arriving from the south via the OROUA T354 Transit Lane, remain strictly within the boundaries. i.e. between the OH and PM CTR airspace boundary and west of the Oroua river. Either side & above 1000 ft is controlled airspace. Note : transit lanes are not pictured on GPS maps.
- The grass area South of the sealed strip is available for use. We will have removed the sheep.
- When approaching Feilding listen on 124.1 to determine runway in use.

Plan ahead and be prepared

Looking forward to seeing you







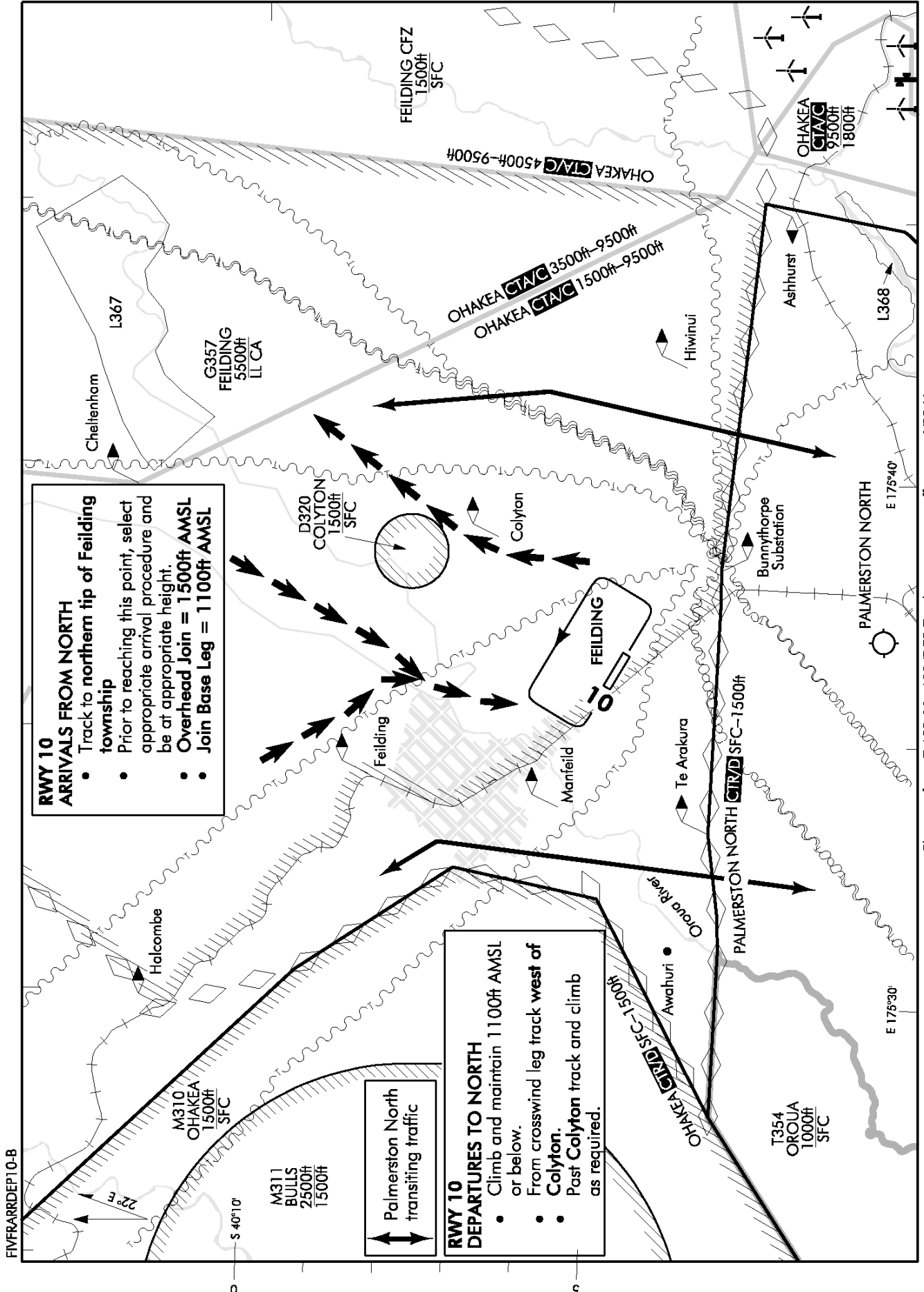
ELEV 214

NZFI

FEILDING

VFR PREFERRED ARRIVAL/DEPARTURE RWY 10

UNATTENDED: 124.1



Changes from 7 APR 11: ARR/DEP Tracks, transiting traffic route, VRP Hiwinui.

Effective: 17 NOV 11

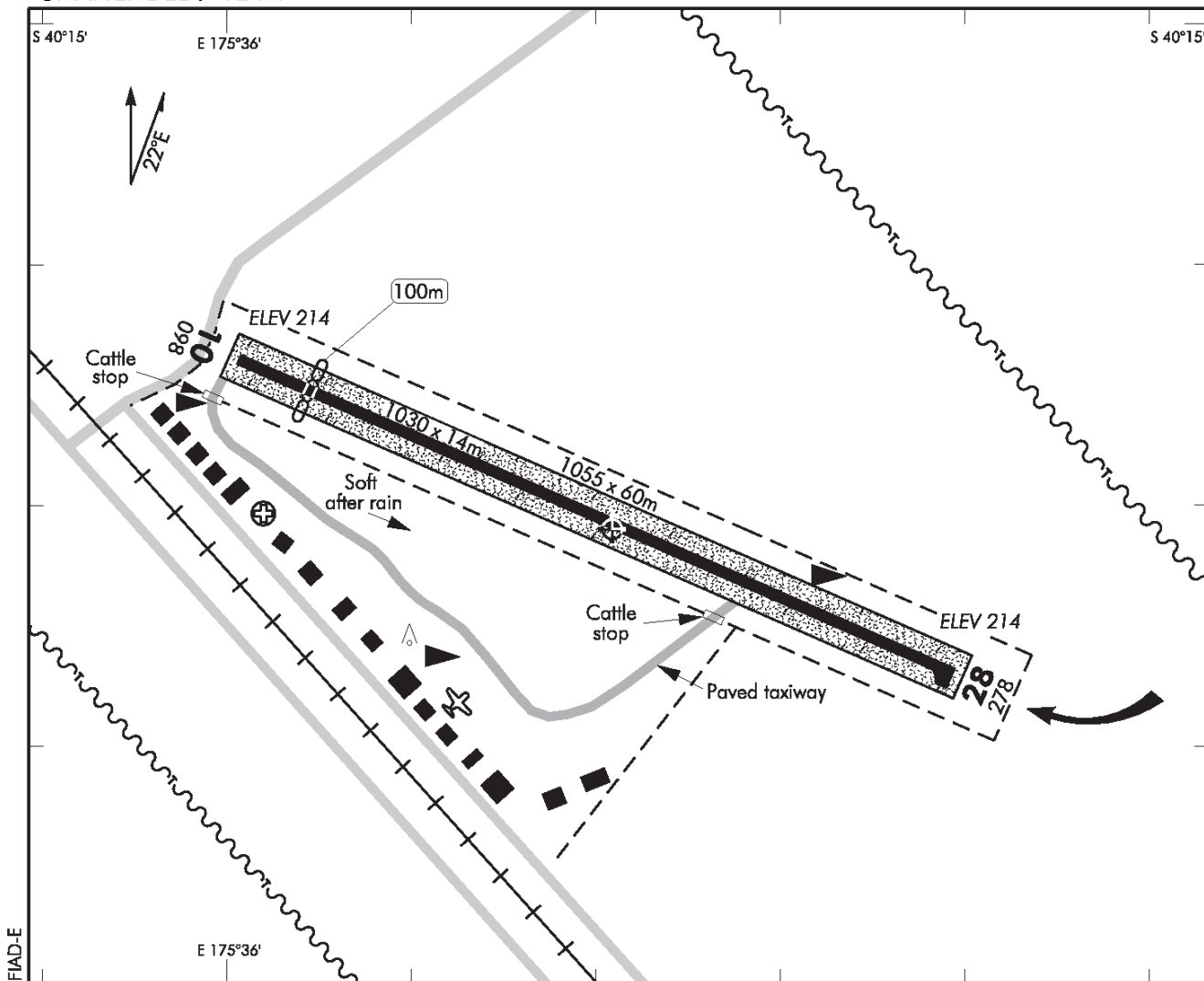
ELEV 214

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NON-CERTIFICATED

**FEILDING
AERODROME (1)**

UNATTENDED: 124.1



Changes from 17 NOV 11: ARP, AWIB, live weather.

1. Circuit: RWY 10 — Left hand RWY 28 — Right hand
Circuit altitude — 1100ft AMSL Joining altitude — 1500ft AMSL
2. Arrival/Departure Procedures
Arriving and departing north — Refer VFR Preferred Arrival/Departure charts. The preferred method of joining is directly into the downwind or base leg, if this can be done without compromising aircraft in the circuit. If not then continue for an overhead rejoin.
Traffic departing to Palmerston North, refer Palmerston North VFR Arrival Procedures.
CAUTION: Arrival and Departure Traffic to/from Palmerston North. Transiting aircraft should remain clear of the Feilding aerodrome circuit.
3. RWY 28 — All landing aircraft must exit runway via western taxiway.
4. RWY 28 — Aircraft landing on RWY 28 must ensure that there is adequate spacing between aircraft. Spacing of 600m is advised to allow for aircraft landing ahead to roll out and clear runway via western taxiway.

(continued)

S 40 15 21 E 175 36 21*

Effective: 7 FEB 13

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**FEILDING
AERODROME (1)**

**FEILDING
AERODROME (2)****NON-CERTIFICATED**

5. RWY 28 — Aircraft are permitted immediate take-off from 700m mark (i.e. eastern entrance to RWY 28) if another aircraft is back-tracking to 1000m threshold.
6. Holding area on threshold of RWY 28 to be used for holding or turning only.
7. All run-up/pre-take-off checks to be done prior to entering RWY 10/28.
8. Surface away from RWY and TWY very soft when wet in winter.
9. Intensive gliding operations may take place particularly during weekends and public holidays.
10. Agricultural aircraft operate from the aerodrome from time to time, usually taking off on RWY 10 and landing on RWY 28. They approach and depart low level.
11. **CAUTION:** Flying by NORDO equipped microlight aircraft may take place at a maximum circuit altitude 600ft AGL.
12. The favoured runway based on wind direction only may be accessed with 3 clicks within 2 seconds on 124.1 MHz.
13. Live weather is available at www.noiseandweather.co.nz

Lastly this bit.

All events, planning and aircraft flights associated with the RAANZ 2014 Annual Rally based at or originating from Feilding Aerodrome or any other airfield are the sole responsibility of the pilot in command of the participating aircraft.

The Rally organising committee, or any private landowner or public airfield operator who's airfield, or land, pilots might use during events related to this fly-in will not accept liability for any incidents, accidents or damage of any nature during the course of this Fly-in event. This includes any other airfield or property not outlined above.